

99th RSC MOTORCYCLE PROGRAM

RIDER GUIDE

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WHY DO WE NEED TO DO THIS?

Army Regulation AR 385-10, Chapter 11-9 *b Motorcycle training*, requires that prior to operation of any motorcycle, Army personnel will successfully complete a Motorcycle Safety Foundation (MSF) or MSF-based approved motorcycle rider safety course. Commanders may not waive or defer the requirement.



Anyone, including DoD civilian personnel, who operates a motorcycle on an Army installation, to include Government-owned motorcycles, shall successfully complete the MSF or Specialty Vehicle Institute of America (SVIA) approved rider safety course, or present documentation of previous attendance.

WHO IS THIS GUIDE FOR?

The safety information contained in this guide is applicable to all personnel within the 13 state northeast region serviced by the 99th RSC. Funding for MSF training discussed on page 5 applies only to soldiers and MILTECHS. Pending any future change in guidance DoD civilian personnel must fund their own MSF training.



//EXTRACT// FROM MOTORCYCLE SAFETY FOUNDATION WEBSITE //EXTRACT//

What You Need to Know

1. Choose the *RiderCourse*SM that meets your needs:

Basic *RiderCourse*SM (BRC)

Prerequisites: Ability to ride a bicycle. Full protective attire is required. Must be of legal age to operate a motorcycle on the street. Depending on State, participants may need a driver's license and/or motorcycle permit.

The Basic *RiderCourse* is a complete entry-level, learn-to-ride class that consists of at least 15 hours of formal classroom activities and on-cycle riding exercises conducted over two or three days. About five hours are devoted to learning activities in the classroom, and around 10 hours of hands-on practice are included. Training motorcycles are provided. Successful completion may lead to a waiver of the motorcycle license skill test and an insurance discount.

Experienced *RiderCourse*SM (ERC)

Prerequisites: A valid motorcycle permit, license, or endorsement. Riders must provide their own street-legal and safe motorcycle.

A one-day course for riders with basic skills, this class provides more in-depth riding techniques and procedures than practiced in the BRC. The course consists of activities that emphasize personal risk management and self-assessment strategies, and on-cycle exercises with emphasis in cornering, braking and swerving. *For permit holders, this course may be used as a license waiver course, if permitted by state regulations. Riders in this category would be required to successfully complete a knowledge and skill test. For riders already possessing a license or endorsement, the testing portions of the course are optional.*

2. Course Requirements:

The Basic *RiderCourse* is conducted at a pace that results in successful completion for most novice riders. The RiderCoaches will help you learn to the best of your ability. If you have significant difficulty or become a risk to yourself or others, as determined by you or your RiderCoaches, you will not be permitted to continue to ride (other options may be available for developing your riding skills).

To successfully complete the course, you must: 1) attend all sessions, and 2) achieve a minimum score on a knowledge test covering course materials, and 3) achieve a passing score on a riding-skill evaluation. The riding-skill evaluation consists of four exercises that assess limited-space maneuvering skills as well as braking, cornering, and swerving competencies.

Successfully completing the Basic *RiderCourse* is not a guarantee that you will be safe on the road. Only you can choose the level of safety you wish to maintain. The course will provide you with the opportunities and experiences to acquire the basic knowledge and skill that enable you to continue to practice and develop your safe riding habits. Safe riding is also a matter of attitude, and only you can provide that.

FUNDING FOR MOTORCYCLE SAFETY FOUNDATION (MSF) TRAINING

The Army standard motorcycle rider course is an MSF-based **Basic Rider Course** (BRC). Commanders may offer the **Experienced Rider Course** (ERC) or the **Military Sport Bike Riders Course** (MSRC) (in addition to the BRC, but not in lieu of the BRC. The ERC and MSRC are designed to provide additional highway safety life skills for experienced motorcyclists. These courses can be taken after the completion of the BRC and after at least 90 days of riding experience.

The 99th Regional Support Command provides MSF funding for O & F and Training commands, and 99th RSC soldiers and MILTECHS located in the following states: West Virginia, Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Maine.

The 99th RSC is prepared to fund the Basic Rider Course (BRC) and Experienced Rider Course (ERC) for soldiers at any MSF or Specialty Vehicle Institute of America (SVIA) sanctioned rider course. Funding is limited to the rider course fees only.

The course will—

- (a) Comply with the Motorcycle Safety Foundation (MSF) or approved curriculum taught by MSF
- (b) Provide hands-on training.
- (c) Include a performance-based and knowledge-based evaluation.

Complete the attached SF182, Authorization, Agreement and Certification of Training IAW the form instructions, and have it approved by your supervisor(Section D blocks 1a-1e) and fulltime safety officer or training officer(Section D blocks 3a-3e). Forward completed SF182 to RSC099_Safety@usar.army.mil. **WE CAN ONLY PAY THE VENDOR, NOT INDIVIDUAL SOLDIERS.**

It is important to ensure the accuracy of the course information in order for us to pay for the training upon completion of your training. To preclude any delays **forward the SF182 a minimum of two weeks prior to the planned training date**. A copy will be forwarded by us to the vendor.

Upon completion of the training ensure the vendor completes section F of the SF182. The soldier must then email the form or fax (609-562-7551) it to the 99th RSC Safety Office. Upon receipt of the signed SF182 the vendor will be paid via 99th RSC credit card. (Some vendors may require payment upon enrollment. If so let us know in advance and we'll try to work something out with the vendor. We would like to avoid the soldier paying up front and being reimbursed by the vendor. Again, normally we pay the vendor upon completion of the motorcycle training conducted.

Available courses in your state are available online at: <http://nm.msf-usa.org/msf/ridercourses.aspx>. Basic Rider courses normally furnish a motorcycle. The course is typically 15 hours in duration.

Courses are also available at DOD installations at no charge. Registration at active duty Army installations is available at: <https://airs.lmi.org/> For Navy, Marine, and Air Force installations contact the respective installation safety office for training and registration information.

SF182 COMPLETION INSTRUCTIONS

Section A – fill out all highlighted areas.

Section B – Fill out all highlighted areas.

Section C – Fill out 1a, Tuition & Fees provided by the vendor.

2a , Leave blank

Section D – blocks 1a – 1e are completed by our supervisor.

blocks 3a – 3e are completed by the unit safety officer or fulltime training officer.

Only pages 1 and 2 should be completed.

AUTHORIZATION, AGREEMENT AND CERTIFICATION OF TRAINING			A. Agency, code agency subelement and submitting office number		B. Request Status (Mark (X) one) <input type="checkbox"/> Resubmission <input type="checkbox"/> Initial <input type="checkbox"/> Correction <input type="checkbox"/> Cancellation	
Section A - TRAINEE INFORMATION Please read instructions on page 6 before completing this form						
1. Applicant's Name (Last, First, Middle Initial)			2. Social Security Number/Federal Employee Number		3. Date of Birth (yyyy-mm-dd)	
4. Home Address (Number, Street, City, State, ZIP Code) (Optional)			5. Home Telephone (Optional) (Include Area Code)		6. Position Level (Mark (X) one) <input type="checkbox"/> a. Non-supervisory <input type="checkbox"/> b. Manager <input type="checkbox"/> c. Supervisory <input type="checkbox"/> d. Executive	
7. Organization Mailing Address (Branch-Division/Office/Bureau/Agency))			8. Office Telephone (Include Area Code and Extension)		9. Work Email Address	
10. Position Title		11. Does applicant need special accommodation? <input type="checkbox"/> Yes <input type="checkbox"/> No		If yes, please describe below		
12. Type of Appointment	13. Education Level (click link to view codes or go to page 7)	14. Pay Plan	15. Series	16. Grade	17. Step	
Section B - TRAINING COURSE DATA						
1a. Name and Mailing Address of Training Vendor (No., Street, City, State, ZIP Code)			1b. Location of Training Site (If same, mark box) <input type="checkbox"/>			
			1c. Vendor Telephone Number		1d. Vendor Email Address	
2a. Course Title	2b. Course Number Code	3. Training Start Date (Enter Date as yyyy-mm-dd)		4. Training End Date (Enter Date as yyyy-mm-dd)		
5. Training Duty Hours	6. Training Non-Duty Hours	7. Training Purpose Type (Click link to view codes or go to page 9)		8. Training Type Code (Click link to view codes or go to page 9)		
9. Training Sub Type Code (Click link to view codes or go to page 9)	10. Training Delivery Type Code (Click link to view codes or go to page 12)	11. Training Designation Type Code (Click link to view codes or go to page 13)		12. Training Credit	13. Training Credit Type Code (Click link to view codes or go to page 13)	
14. Training Accreditation Indicator (Check below) <input type="checkbox"/> Yes <input type="checkbox"/> No	15. Continued Service Agreement Required Indicator (Check below) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	16. Continued Service Agreement Expiration Date (Enter date as yyyy-mm-dd)		17. Training Source Type Code (Click link to view codes or go to page 13)		
18. Training Objective				19. AGENCY USE ONLY		
Section C - COSTS AND BILLING INFORMATION						
1. Direct Costs and Appropriation / Fund Chargeable			2. Indirect Costs and Appropriation / Fund Chargeable			
Item	Amount	Appropriation Fund	Item	Amount	Appropriation Fund	
a. Tuition and Fees	\$		a. Travel	\$		
b. Books & Material Costs	\$		b. Per Diem	\$		
c. TOTAL	\$		c. TOTAL	\$		
3. Total Training Non-Government Contribution Cost			6. BILLING INSTRUCTIONS (Furnish invoice to):			
4. Document / Purchasing Order / Requisition Number						
5. 8 - Digit Station Symbol (Example - 12-34-5678)						

Section D - APPROVALS	
1a. Immediate Supervisor - Name and title	
1b. Area Code / Telephone Number	1c. Email Address
1d. Signature	1e. Date
2a. Second-line Supervisor - Name and title	
2b. Area Code / Telephone Number	2c. Email Address
2d. Signature	2e. Date
3a. Training Officer - Name and title	
3b. Area Code / Telephone Number	3c. Email Address
3d. Signature	3e. Date
Section E - APPROVALS / CONCURRENCE	
1a. Authorizing Official - Name and title	
1b. Area Code / Telephone Number	1c. Email Address
1d. Signature <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	1e. Date
Section F - CERTIFICATION OF TRAINING COMPLETION AND EVALUATION	
1a. Authorizing Official - Name and title	
1b. Area Code / Telephone Number	1c. Email Address
1d. Signature	1e. Date
TRAINING FACILITY ~ Bills should be sent to office indicated in Item C6. Please refer to number given in Item C4 to assure prompt payment.	

REFERENCES : For informational purposes, we have provided extracts of both AR 385-10 and USAR 385-2. There are detailed equipment standards in both regulations. So be sure to adhere to both standards while riding.

// EXTRACT AR 385-10 23 August 2007 //

11-9. Motorcycle safety

a. Licensing.

(1) Operators of Government-owned and privately owned motorcycles (both street and off-highway versions) on Army installations must be appropriately licensed to operate on public highways except where not required by the applicable SOFA or local laws.

(2) A valid OF Form 346 or DA Form 5984E (Operator's Permit Record) fulfills the licensing requirement for operators of tactical motorcycles.

(3) Where state or local laws applicable to the installation require special licenses to operate privately owned motorcycles, motorized bicycles (mopeds), motor scooters, or all-terrain vehicles (ATVs), such license requirements, to a minimum, shall be required for operation of those vehicles on Army installations.

(4) Minibikes, pocket bikes, and similar vehicles do not meet Federal highway safety standards and therefore will not be operated on installation roads. These vehicles may be operated in designated areas (off-installation roads) as designated by the installation commander.

(5) Motorcycle riders who operate motorcycles on or off post must comply with the skills training, licensing, and permit requirements of their state, HN, or SOFA.

b. Motorcycle training.

(1) Prior to operation of any motorcycle, Army personnel will successfully complete a Motorcycle Safety Foundation (MSF) or MSF-based approved motorcycle rider safety course. Commanders are not authorized to waive or defer the training.

(2) Anyone who operates a motorcycle on an Army installation, to include Government-owned motorcycles, shall successfully complete a MSF-based rider safety course, or present documentation of previous attendance.

(3) The Army standard motorcycle rider's course is an MSF-based Basic Rider Course (BRC). Commanders may offer the Experienced Rider Course (ERC) in addition to the BRC, but not in lieu of the BRC. The ERC is designed to provide additional highway safety skills for experienced motorcycle riders. It is highly encouraged that both courses be offered to ensure adequate training for both new and experienced riders. The ERC builds upon and provides additional skills taught in BRC or gained through previous experience. Anyone who has documentation of prior completion of the ERC will be

in compliance with the Army standard for motorcycle training and will not be required to attend the BRC.

(4) Operators will not be required to repeat BRC training when relocating to a new assignment. This does not restrict commanders from requiring additional motorcycle safety training specific to that location.

(5) Licensed motorcycle operators who have not yet completed the requirements of paragraph 11–9b(1), may operate their motorcycle to travel to the rider course training site. When the training is offered on an Army installation, the licensed operator may enter the installation for the sole purpose of attending the course. The rider will have documentation in their possession to show the date of the course.

(6) Personnel who operate privately owned ATVs or motorcycles off-road should complete appropriate operator safety training.

c. Motorcycle vehicle equipment.

(1) When operated on any DOD installation, in both on– and off–road modes, all Government–owned or privately owned motorcycles, mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times, except where prohibited by military mission, the SOFAs, or local laws.

(2) Motorcycles shall be equipped with both a left-hand and right-hand rear view mirror mounted on the handlebar or fairing. (Note that Government-owned off-road motorcycles on tactical missions or training are exempt from this requirement.)

d. Motorcycle personal protective equipment. The following PPE is mandatory for the following personnel while operating or riding as a passenger on a motorcycle, moped, or ATV: all Army military personnel at any time, on or off a DOD installation; all Army civilian personnel in a duty status, on or off a DOD installation; all personnel in or on a DOD–owned motorcycle; and all persons at any time on an Army installation.

(1) Helmets, certified to meet DOT standards, must be properly fastened under the chin. Outside CONUS riders may wear HN helmets if the helmet meets or exceeds U.S. DOT standards.

(2) Impact or shatter resistant goggles, wraparound glasses, or full-face shield properly attached to the helmet must meet or exceed ANSI Safety Code Z87.1, for impact and shatter resistance. A windshield alone is not proper eye protection.

(3) Sturdy footwear, leather boots or over the ankle shoes must be worn.

(4) A long sleeved shirt or jacket, long trousers, and full fingered gloves or mittens designed for use on a motorcycle must be worn.

(5) For on-road operations, a brightly colored, outer upper garment during the day and a reflective upper garment during the night. Military uniforms do not meet this criterion. The outer garment shall be clearly visible and not covered. Items may be worn on top of the outer garment, but they must meet the same visibility requirements of the outer upper garment.

(6) During off-road operations, operators and riders must use additional PPE, such as knee and shin guards and padded full fingered gloves.

(7) Installation commanders will ensure motorcycle operators, when entering the installation, are properly licensed, have successfully completed a motorcycle rider course, and are wearing the required personal motorcycle safety equipment.

e. Tactical motorcycle and all-terrain vehicle operations.

(1) For tactical motorcycle operations, the wearing of PPE will be based on the commander's composite risk assessment of mission requirements.

(2) Prior to tactical motorcycle and ATV operations, operators will be trained on the tactical operations and on the controls that have been implemented to mitigate hazards. Curriculum and proficiency training for tactical motorcycles and Government furnished (tactical and nontactical) ATVs will be tailored to satisfy specific mission objectives. In addition to the above training, governmental motorcycle operators will have completed the training required in paragraph 11-9b (2). Government ATV operators will complete the Specialty Vehicle Institute of America based course.

// EXTRACT USAR Regulation 385-2 1 December 2007 //

Chapter 12-7. Motorcycles

a. General. The following guidance applies to any person operating a government-owned motorcycle on or off Department of Defense (DOD) property or operating a privately owned motorcycle on DOD property. Chapter 11, para 11-9, AR 385-10 addresses licensing and other requirements for operations of motorcycles.

b. Training and licensing.

(1) Operators of Government or privately owned motorcycles (both street and off-road versions) must have a valid state vehicle operator's license. Where state and local laws require special licenses to operate motorized bicycles (mopeds), motor scooters, or all-terrain vehicles (ATVs), the same requirements apply to operation of those vehicles on DoD property.

(2) Before operating a Government or privately owned motorcycle, moped, motor scooter, or ATV on DoD property, each operator will successfully complete a rider or operator safety course. The course will—

- (a) Comply with the Motorcycle Safety Foundation (MSF) or Specialty Vehicle Institute of America (SVIA) approved curriculum taught by MSF- or SVIA-certified or licensed instructors.
- (b) Provide hands-on training.
- (c) Include a performance-based and knowledge-based evaluation.
- (3) The MSC commanders and safety managers should review feasibility of establishing an agreement with a nearby military activity or installation to jointly train students (e.g., train at a central location and share costs/instructors).

c. Safety equipment.

- (1) Required rider equipment: DOT-approved protective helmets, shatter-resistant eye protection (glasses, goggles, or face shield), gloves, long-legged pants, long-sleeved shirt or jacket, enclosed sturdy foot wear (recommend leather boots or high top shoes), and high visibility garments or reflective vest during the day, and reflective vest during hours of darkness.
- (2) Required motorcycle/moped equipment: One rearview mirror (two recommended), front and rear brakes, horn, muffler, electric turn signals, seat and foot rests for each rider, and DOT-approved tires. A properly affixed passenger backrest is recommended for riders who transport passengers. A backrest reduces the chances of a passenger falling off a motorcycle while in motion, and especially upon acceleration.

PERSONAL PROTECTIVE EQUIPMENT (PPE)

When “on-road” driving during the day a **brightly colored outer upper garment** will be worn. During the night a **reflective upper garment** must be worn. Military uniforms do not meet this criterion. The outer garment

shall be clearly visible and not covered. Items may be worn on top of the outer garment, but they must meet the same visibility requirements of the outer upper garment.

Pants are required to cover the entire leg. Most motorcyclists prefer pants that are similar to their jackets and some are available that zip together. Pants should provide the same protection against abrasion as jackets.

Closed-finger **Gloves** are required. The intent is to protect riders’ fingers from strikes from flying objects. Gloves should be made for

motorcycle use. Gloves that are not for motorcycle use provide less grip and protection.

**Goggles and Face Shield.**

Impact or shatter resistant goggles or full-faced shield protection attached to helmet. A windshield or eyeglasses alone are not sufficient.

Helmets.

Certified to meet Department of Transportation (DOT) standards and properly fastened under the chin.

Reflective Safety Vest.

Upper body lime green or international orange reflective safety vest with reflective strips stitched, ironed or otherwise affixed to the vest on both the front and back sides.

Clothing

Long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens designed for use on a Motorcycle.

Footwear.

Sturdy footwear, Leather boots or over-the-ankle shoes. Tennis shoes, sneakers, or sandals are not sufficient.